

CLAIMS

1. An electrically driven vehicle, especially a multi-axle all terrain vehicle, with a vehicular underbody (2) and a plurality of drive wheels (4), to which, respectively, one drive with at least one electric motor (18) is assigned, whereby the drive motor (18), at least partially, is located in the available space (20) occupied by the said drive wheel (4) but radially offset outward from the drive wheel (4) and for a torque transmitting connection of the drive motor (18) with the drive wheel (4), a connection gear-chain (14) with a housing is provided, which is placed on that side of the drive wheel (4) and the motor (18) which is proximal to the center of the vehicle, therein characterized in that the housing of the connecting gear-train (14) is rigidly affixed to the underbody (2) of the vehicle and in that between an output shaft of the connection gear-chain and the drive wheel, a jointed shaft (8) is provided, which by means of an end linkage (12) is bound to the output shaft of the connecting gear-train (14).
2. A vehicle in accord with claim 1, therein characterized in that the drive motor is made waterproof within the vehicle underbody (2), so that the area of the drive motor (18) remains dry, even when the drive wheel (4) is entirely or partially under water.
3. A vehicle in accord with claim 2, therein characterized in that the housing of the connecting gear-train (14) penetrates the vehicle underbody (2), and in that between the vehicle underbody (2) and the housing of the connecting gear-train (14) a sealing means has been provided.
4. A vehicle in accord with claim 2, therein characterized, in that the entire connecting gear-train (14) is placed waterproofed within the vehicle underbody (2), and the jointed shaft (8) penetrates the vehicle underbody (2) and between the jointed rod (8) and the vehicle underbody (2) there is provided a sealing collar (22).
5. A vehicle in accord with one of the claims 1 to 4, therein characterized, in that at least two drive wheels (4) which are situated on one axle of the vehicle, are pivotally suspended and can be steered from a steering mechanism.

6. A vehicle in accord with one of the claims 1 to 5, therein characterized, in that the drive wheel (4) accepts a wheel-head transmission (6), which is bound on the drive side with the jointed shaft (8).

7. A vehicle in accord with one of the claims 1 to 6, therein characterized in that the connection gear-train (4) is designed as a spur-gear-chain (26, 28, 30, 32).

8. A vehicle in accord with one of the claims 1 to 6, therein characterized, in that the connection gear-train is designed as a belt driven means of torque transmission.

9. A vehicle in accord with one of the claims 1 to 8, therein characterized, in that the vehicle underbody (2) possesses on the outside, in the neighborhood of the drive motor (18) an opening which can be closed by a cover (24).

10. A vehicle in accord with one of the foregoing claims, therein characterized, in that a connecting line (36) between the axis of rotation of a drive wheel (4) and the axis of rotation of a drive shaft of the drive motor (18) intersects with a connecting line (38) of the rotational axes of two neighboring drive wheels (4) to close an angle (α), which has a value between 30° and 75° .

11. A vehicle in accord with one of the foregoing claims, therein characterized, in that each wheel (4) of the vehicle is assigned to at least one drive motor (18) and a connecting gear-train (14).

12. A vehicle in accord with one of the foregoing claims, therein characterized, in that the connection gear-train (14) with the drive motors (18) of two neighboring, drive wheels (4), which are located behind one another, are inclined toward one another, so that the axis of rotation of the drive shafts of the drive motors (18) lie in a horizontal direction between the axes of rotation of the drive wheels (4).

13. A vehicle in accord with claim 12, therein characterized in that the drive motors (18) of the neighboring drive motors (4) can be torque transmittingly coupled, or are so coupled, with one another.

14. A vehicle in accord with one of the claims 1 to 11, therein characterized in that the connection gear-train (14) with the motors (18) of two neighboring drive

wheels (4), which are located one after the other, are inclined away from one another, so that in the zone above and between the two said drive wheels (4) a free space is created.

15. A vehicle in accord with claim 14, therein characterized, in that in the said free space at least parts of energy recovery units (42) for the electric motors (18) are placed.

16. A drive unit, consisting of a drive motor (18) and a connecting gear-train (14) for use in a vehicle in accord with one of the foregoing claims.

17. A connecting gear-train of a drive unit in accord with claim 16.